

Page 333-Paragraph 345 through Paragraph 361, read:

Vessel Traffic Information Service (VTIS) and Pilotage. Positive control of Calcasieu River navigation is exercised through vessel traffic scheduling procedures accessible at <http://www.lakecharlespilots.com/vtssafety/> or by calling 337-436-0372 when pilotage is required and otherwise through liaison with the Lake Charles Harbor and Terminal District Harbormaster by calling 337-493-3620 to request priority transit or to address extraordinary navigation evolutions which might be expected to adversely affect other navigation.

Vessel Traffic Information Service (VTIS), Lake Charles, operated by the Lake Charles Pilots, has been established for the Port of Lake Charles including the entire Calcasieu Ship Channel. The service extends from Calcasieu Channel Lighted Whistle Buoy CC (29°20'00"N., 93°13'18"W.) to the Interstate Route 10 Bridge at Lake Charles.

This Vessel Traffic Information Service (VTIS) is designed to enhance navigational safety, security and efficiency and provides vessels with information regarding the movements and intentions of other vessels within the VTIS area. The Lake Charles Harbor and Terminal District, through its agent(s) [harbormaster], establishes navigable waterway operating controls as authorized by Louisiana State Statute, LA R.S. 34:215, and is available for receiving special priority requests and for mediating disputes. Owners or agents of vessels may make mutual agreements on the priority of certain vessels. This VTIS is not intended in any way to supersede or alter applicable Navigation Rules. The working channels for the VTIS are VHF-FM channels 16 and 66A and VHF-FM international radio channel 66. Vessels calling "VTIS Lake Charles" shall give their name, length, beam, deepest fresh-water draft, maximum air draft, destination, and ETA for the appropriate pilot boarding area. This information may also be sent via email to dispatch@lakecharlespilots.com prior to arrival. Vessels entering the VTIS area will be advised by VTIS Lake Charles of the other traffic navigating within the area. All vessels are requested to advise VTIS Lake Charles 6 hours before entering the system inbound, outbound, or maneuvering between

points within the VTIS, and again approximately 1 hour prior to entering the system. Vessel transit projections/priorities may be governed by tide and current, and are dependent upon available under-keel clearance. Otherwise, every attempt is made to offer pilotage to best optimize channel use toward minimizing demurrage. The Lake Charles Pilots consult and cooperate with the Lake Charles Harbor and Terminal District to assist best operation of the navigable waterway system under the District's jurisdiction.

Vessels shall report to VTIS Lake Charles at the following positions:

1. When entering or leaving the Calcasieu Bar Channel, time and buoy number are reported.
2. Crossing the intersection of the Calcasieu Ship Channel and the Gulf Intracoastal Waterway (GIWW), time is reported.
3. Upon arrival or departure at a terminal, or other destination, time is reported.
4. Dredges or other vessels working on the waterway will report to VTIS Lake Charles daily and at any time they change location within the VTIS area.
5. Vessels traveling in the Intracoastal Waterway and intending to cross or enter the ship channel should give a security call on VHF-FM channel 13, and call VTIS Lake Charles on VHF-FM Channel 66A 30 minutes prior to crossing or entry and adjust speed so as to enter the river when the channel is clear.
6. Vessels intending to transit the Calcasieu Ship Channel between the Intracoastal Waterway (Light 92) and Cameron (Light 48) should contact VTIS on VHF-FM 66A to check the existence and/or status of any moving safety zones or other deep-draft traffic that may require special consideration or action.

Pilotage, Calcasieu River Waterway (enroute to Lake Charles)-State pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade. U.S. vessels over 1,600 tons in coastwise trade must have on board a pilot licensed by the Federal Government. Vessels that must use the buoyed channel due to draft constraints must embark the pilot in an area where there is sufficient water depth outside of the buoyed channel in order to provide a safe lee for pilot boarding and must have

the pilot on board prior to entering the buoyed channel.

Prior to disembarking pilots, vessels' draft must be such that vessels are capable of maneuvering outside the buoyed channel if necessary to provide a safe lee. Non-piloted shallow draft vessels optionally using the buoyed channel must give way to piloted deeper-draft vessels.

Arrangements for pilot service are usually handled through the ships' agents, by telephone, 337-436-0372, via email to dispatch@lakecharlespilots.com, via fax, 337-478-5354, or by radiotelephone on VHF-FM channel 66A. The pilots carry portable VHF radios and use VHF-FM channel 66A as working frequency. The pilot office in Lake Charles monitors VHF-FM channels 66A and 16. The pilot office stands by for pilot orders and for the Vessel Traffic Information Service (VTIS). Traffic information can be obtained by any vessel using the traffic service. Lake Charles Pilots request notices directly from vessels requesting pilots via email to dispatch@lakecharlespilots.com or by telephone at 12 hours and six hours prior to ETA. A minimum 4-hour notice of time of arrival at one of the following designated pilot stations, where pilots will board, is required.

Multiple pilot boarding areas exist due to the varying depths of water adjacent to the buoyed channel. Boardings and disembarkations normally are accomplished in the safety fairway outside of the buoyed channel. Vessels awaiting pilots should wait in the safety fairway, outside of the buoyed channel, in an area of sufficient water until the pilot boards the vessel.

Recommended Pilot Boarding Areas

Station No. 1, for vessels drawing less than 30 feet.—Near the entrance channel within 1 mile of 29°38.8'N., 93°19.5'W., and thence an area 1 mile wide extending 2.7 miles NNW on the E side of the channel to about 29°42.6'N. Small vessels should await the pilot in the NE corner of the boarding area.

Station No. 2, for vessels drawing between 30 and 34 feet.—An area on the E side of the outer approach channel 1 mile wide and extending 2.5 miles NW and SE from 29°34'N., 93°16'W.

Station No. 3, for vessels drawing between 34 feet and 36 feet.—A circular area within 1 mile of a point in 29°27.3'N., 93°13.4'W., and thence an area 1 mile wide extending 2.7 miles N on the E side of the channel to about 29°31.1'N.

Station No. 4, for vessels drawing over 36 feet.—A circular area within 1 mile of Calcasieu Channel

Lighted Whistle Buoy CC (29°20'00"N., 93°13'18"W.).

Navigation Guidelines, Calcasieu River

Waterway — Substantial increasing numbers of large deeper draft oceangoing vessels navigate the Calcasieu River Channel. The channel is dredged to maintain a 40-foot depth and 800-foot bar channel and 400-foot River Channel. Based upon reported marine casualties and on navigational challenges arising from the increased traffic, and after consultation with local marine interests, certain guidelines exist to enhance safe navigation.

No vessel will be required to meet another vessel within the VTIS area if, in the opinion of the master or pilot of either vessel, it would be hazardous to do so because of some special circumstance or condition.

Proposed movement of drilling rigs, submersibles, and other floating heavy equipment must be preapproved at least 24 hours in advance by the Lake Charles Pilots, Inc., Harbormaster and U. S. Coast Guard, Captain of the Port representative. Mooring or anchoring these vessels or units within the system or otherwise obstructing traffic is prohibited without prior approval.

The two Cameron ferries monitor VHF-FM channels 13 and 30. Vessels transiting this area should contact the ferry for information as necessary.

Meeting and passing situations involving two vessels with combined beams exceeding 50% of the available channel width are restricted. Both involved pilots may, however, agree that conditions are such that meeting or passing can be accomplished safely.

In fog, or any condition that restricts visibility, vessels will not normally be moved until conditions improve to a point where one-mile visibility is available, throughout the route to be transited.

All vessels transiting the channel must be ballasted to a condition that keeps the propeller and rudder submerged to a sufficient degree to maintain control of the vessel.

Liquefied Natural Gas (LNG) vessels transiting within the pilotage area shall be piloted in accordance with the current U. S. Coast Guard Liquefied Natural Gas (LNG) Vessel Management and Emergency Plan promulgated by the cognizant USCG Captain of the Port.

(DD 4346)